CHICAGO DEPARTMENT OF TRANSPORTATION

TRANSIT PROGRAM







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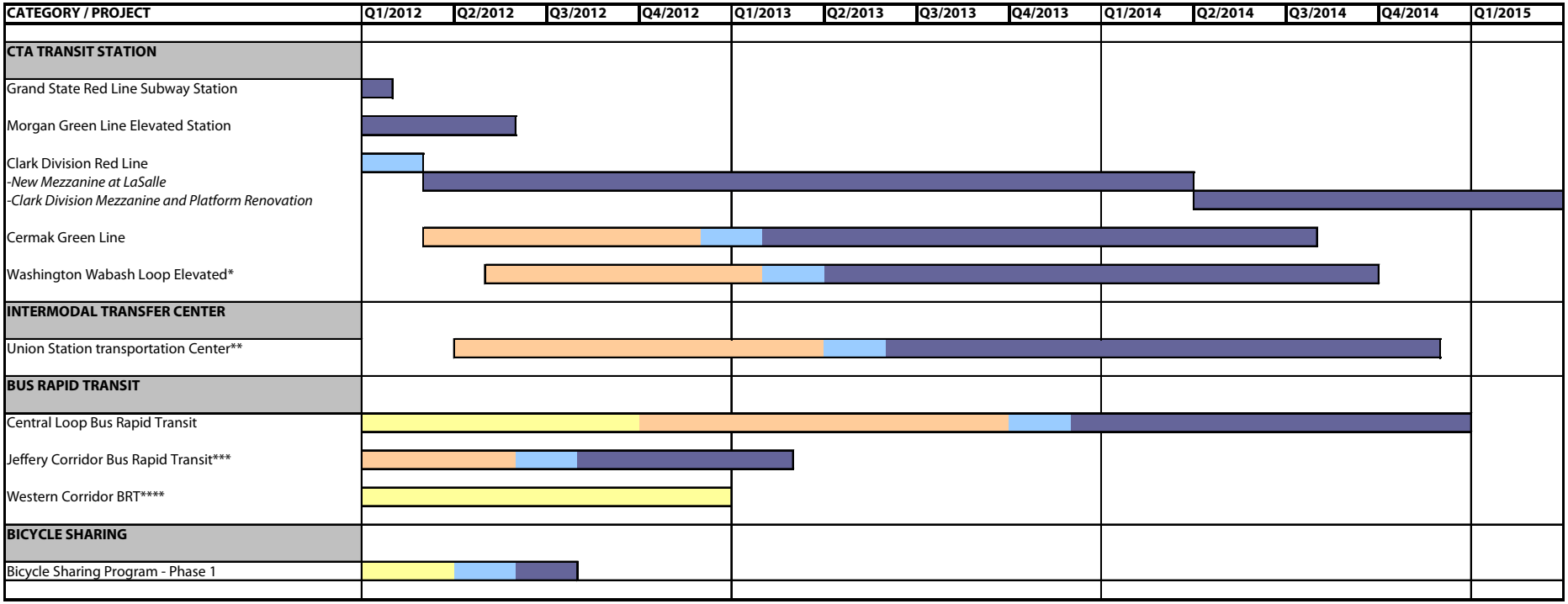
TRANSIT PROGRAM



Planning Phase / Environmental Documentation
Design Engineering
Bid and Award
Construction

* Construction pending CMAQ funding shift
** Construction funding tied to Central Loop BRT
*** CTA Planning/Design, CDOT Construction
**** Feasibility study

TRANSIT PROGRAM OVERVIEW

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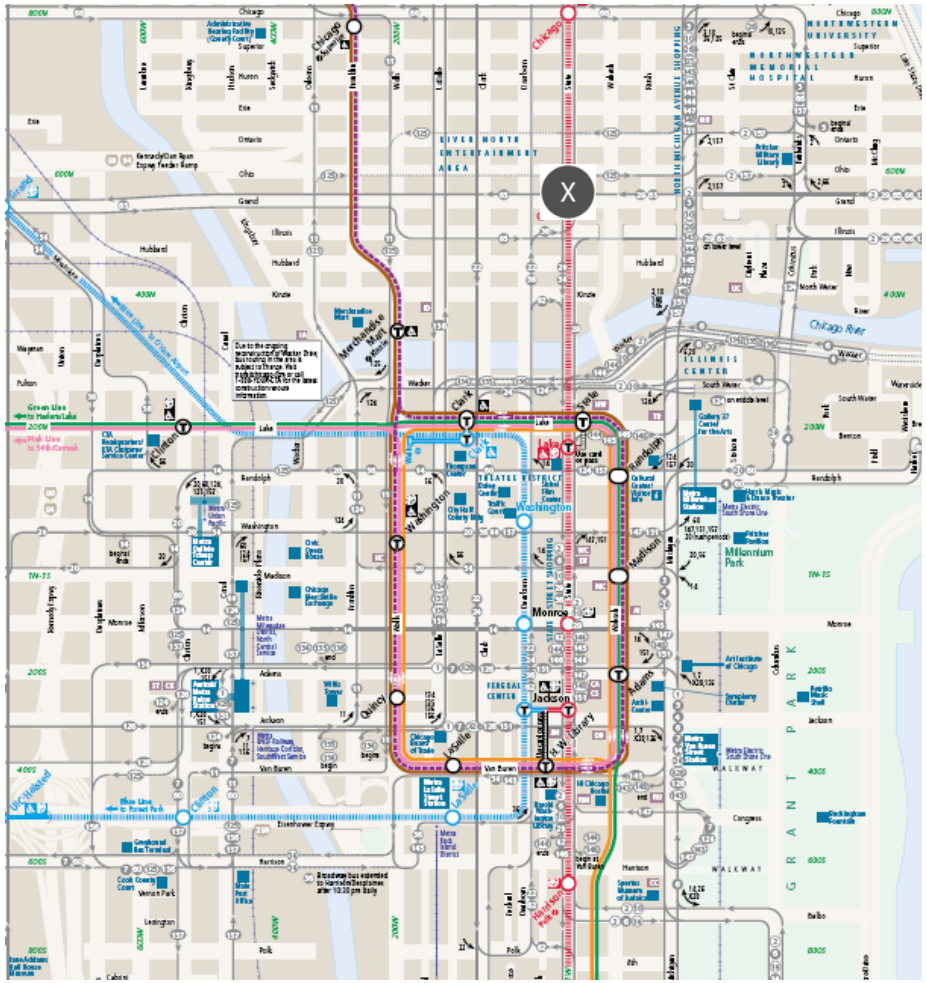

Grand / State Red Line Subway Renovation Project

Project Scope of Work

The State Street Subway is more than 65 years old. Renovation of this station will upgrade the deteriorated and out modeled facility and enhance station appearance and operation. Mezzanine and platform remodeling will comply with the current State Street Red Line theme and CTA design standards. The current station is not accessible; the new station will meet ADA standards.

The scope of this project consists of a full renovation of the Grand/State station mezzanine and platform, including escalators, lighting, electrical, mechanical, communications, security systems, architectural finishes, signage and ADA compliance, including the installation of elevators both from the street to mezzanine and from paid mezzanine to platform. The mezzanine will also be expanded 2000 sq.ft. to accommodate increasing ridership numbers.

Schedule and Costs

Design Engineering completed	: 2006
Construction Completed	: 2011 (Currently completing Punch List)
Cost	: $73.68M

Funding Source: FTA/IDOT

Last Major Capital Improvement: 1943

GRAND / STATE RED LINE SUBWAY RENOVATION

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New expanded mezzanine

Southbound platform

New backlit signage wall

New entrance kiosk

GRAND / STATE RED LINE SUBWAY RENOVATION

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Morgan Street Elevated CTA Station

Project Scope of Work

The project encompasses the construction of a new elevated station at the intersection of Morgan Street and Lake Street along the CTA's Green and Pink Line.

The station will be entirely new and will meet all ADA Standards with 2 new elevators., state of the art security, communication and electrical systems. Two station houses will be constructed on the NE and SE corners of Morgan and Lake with a transfer bridge connecting them above the tracks.

Some project highlights include stainless steel energy – efficient light fixtures, granite floors, platforms with translucent canopies , bicycle racks at street level and heated shelters on platforms

Schedule and Costs

Design Engineering completed: 2008
Construction Start/End: Start: 2009 End: May2012
Cost: $38.3M

Funding Source: FTA/City

Last Major Capital Improvement: N/A (New Facility)

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Rendering looking north along Morgan St.


Rendering at platform level


Station houses currently under construction


Platforms currently under construction

MORGAN STREET ELEVATED CTA STATION

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Clark / Division Red Line Subway Project

Project Scope of Work_♿

This subway renovation project includes the construction of a brand new 6300sqft mezzanine for the Clark /Division Red Line subway station. This will be the first new mezzanine to be constructed since the Red line subway was originally built in the 1940's. In addition to the new mezzanine at LaSalle, the original Clark mezzanine and platform will also be completely renovated and brought up to current CTA standards. A new elevator from street to mezzanine and platform level will make the station accessible to people with disabilities.

Project highlights include energy efficient lighting, new fare collection equipment, granite floors, state of the art communication and security equipment, new signage way finding, new enclosed stairs and escalators and new wall and ceiling architectural finishes. Renovation of this station will upgrade the deteriorated and out of date facility and enhance station appearance and operation.

Schedule and Costs

Phase I: Conceptual Design: Complete

Phase II: Final Design / Construction Documents: 100% Documents currently Under review at CTA. Comments due back 1/9.

Bid and Award Process: Duration: 2 months (6 weeks to advertise and bid, 2 weeks award) January 2012 – February 2012

Construction Notice to Proceed: March 2012 projected start

Phase III: Construction:
New mezzanine at LaSalle St and platform
Duration – 24 months
Projected completion - March 2014

Renovation of existing Clark Mezzanine and platform
Duration – 12 months
Projected completion - March 2015

Construction Budget
$86.6M CMAQ

Current Project Status

Final plans, specifications and estimates currently under review at CTA.
Construction Management contract submitted to CDOT 1/9. In processing.

CLARK DIVISION REDL LINE SUBWAY RENOVATION

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Rendering of the LaSalle mezzanine looking West

Rendering of the LaSalle mezzanine looking East

Cermak Green Line Station

Project Scope of Work

This project consists of the design and construction of a new elevated CTA station at Cermak on the Green line. The station, located in the 2 mile stretch between the existing Roosevelt and 35th/Bronzeville stations will provide much needed access to rapid transit for neighborhood residents and businesses.

The new station will be ADA accessible and have station house facilities located at grade level. The platform will be a center-island platform for an 8-car train with canopy coverage for 6 cars. The station will also include an auxiliary exit to the North side of 23rd St.

Schedule and Costs

Phase I & II: Conceptual Design and Final Design / Construction Documents:
Duration- 9 months
March 2012 – November 2012

Construction Bid and Award:
Duration: 2 months –
(6 weeks advertise and bid, 2 weeks award)
December 2012 – January 2013

Construction Notice to Proceed:
February 2013

Phase III: Construction:
Duration – 18 months
Projected completion – July 2014

Funding:
Project Budget (Design & Construction)
$50 M TIF (Near South TIF District)

Current Project Status

RFP for Design Services advertised December 19, 2011
RFP responses are due January 10, 2012
Design RFP's turned into DPS 1/10/2012
Processing and selection ongoing

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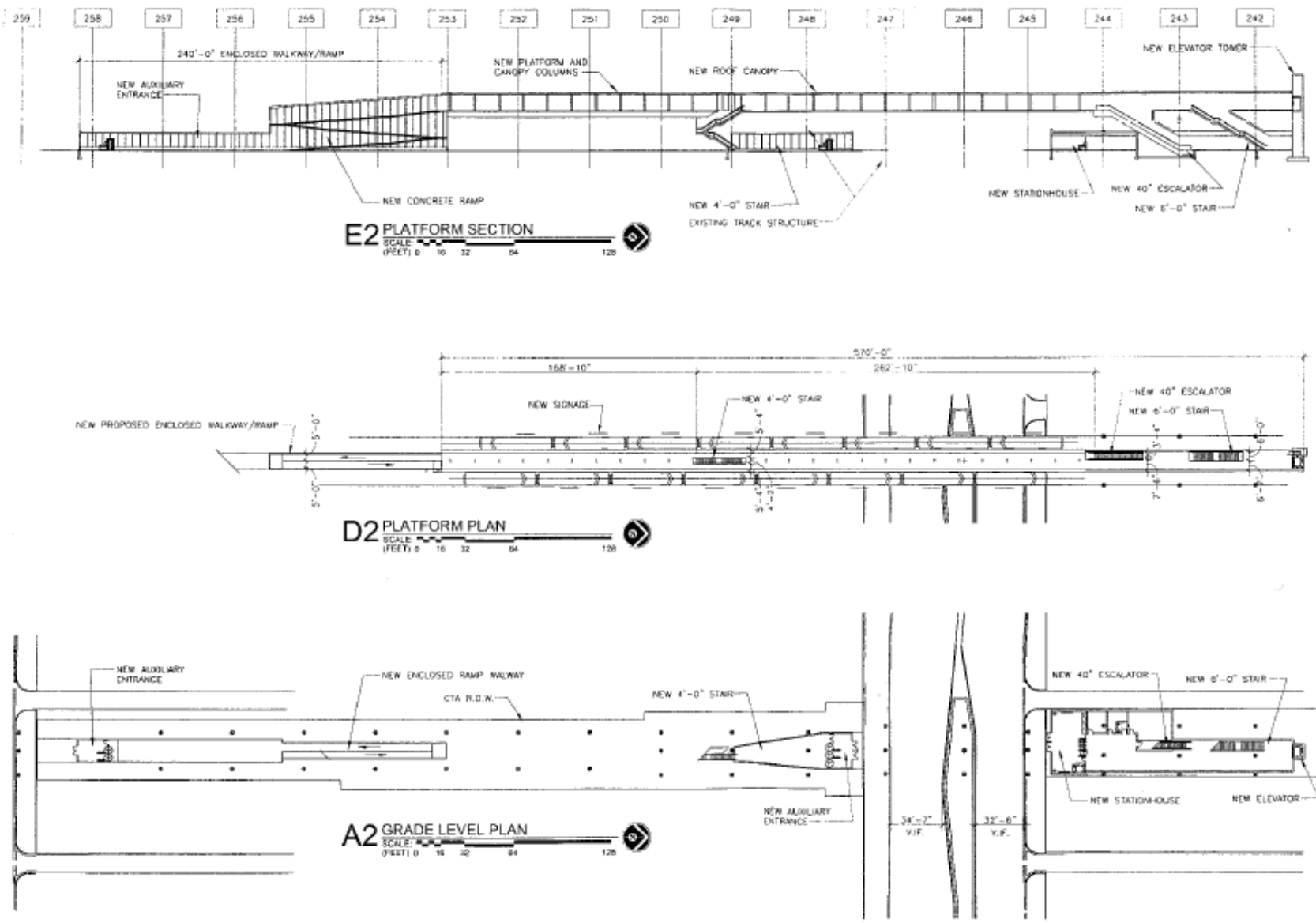

Conceptual layout of Cermak Green line station

CERMAK GREEN LINE STATION

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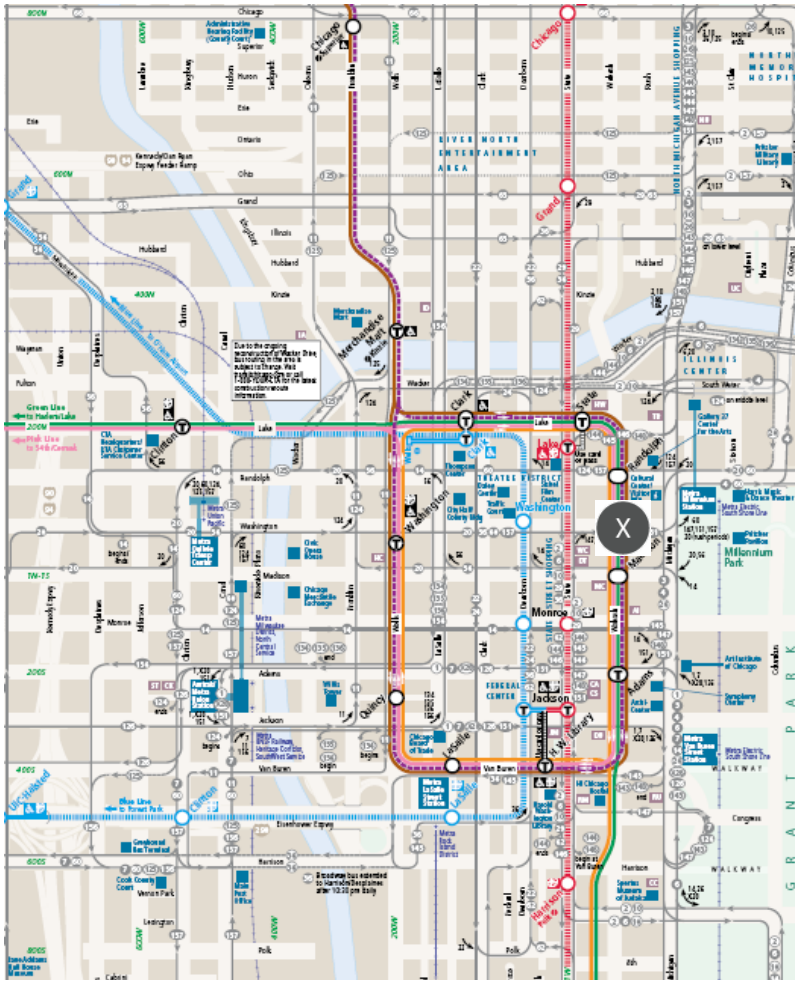

Washington/Wabash Loop Elevated Station

Project Scope of Work

The proposed Washington / Wabash elevated station will replace two century old existing stations at Randolph / Wabash and Madison / Wabash with a single, high capacity station at Washington. The new station will be located along Wabash Avenue south of Washington Street.

The fare control, stairs, escalators, elevators, electrical, security and communications rooms and CTA auxiliary functions will be on the mezzanine level. The station will be entirely new and will meet all pertinent ADA Standards with new elevators from street level to mezzanine and platform levels. The security, communication and electrical systems will be updated to meet current standards. Platform capacity will increase from the existing 7'-6" platform width to 10'-0" to 13'-0' widths. The proposed station will have 13 turnstiles

Schedule and Costs

Phase I: Conceptual Design: Complete

Phase II: Final Design / Construction Documents:
Duration- 9 months
May 2012 – January 2013
Funded: $3.6M (CMAQ) commitment anticipated at CMAQ Transportation committee hearing on 1/27.
$900K match for design identified

Bid and Award:
Duration: 2 months –
(6 weeks advertise and bid, 2 weeks award)
February 2013 – March 2013

Construction Notice to Proceed
April 2013

Phase III: Construction
Duration – 18 months
Anticipated completion – September2014

Construction Budget
$75M Required (CMAQ Anticipated)

Current Project Status

Developing RFP for Phase II design services.

WASHINGTON / WABASH LOOP ELEVATED STATION

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View from street

Platform view

Elevation along Wabash Ave.

WASHINGTON / WABASH LOOP ELEVATED STATION

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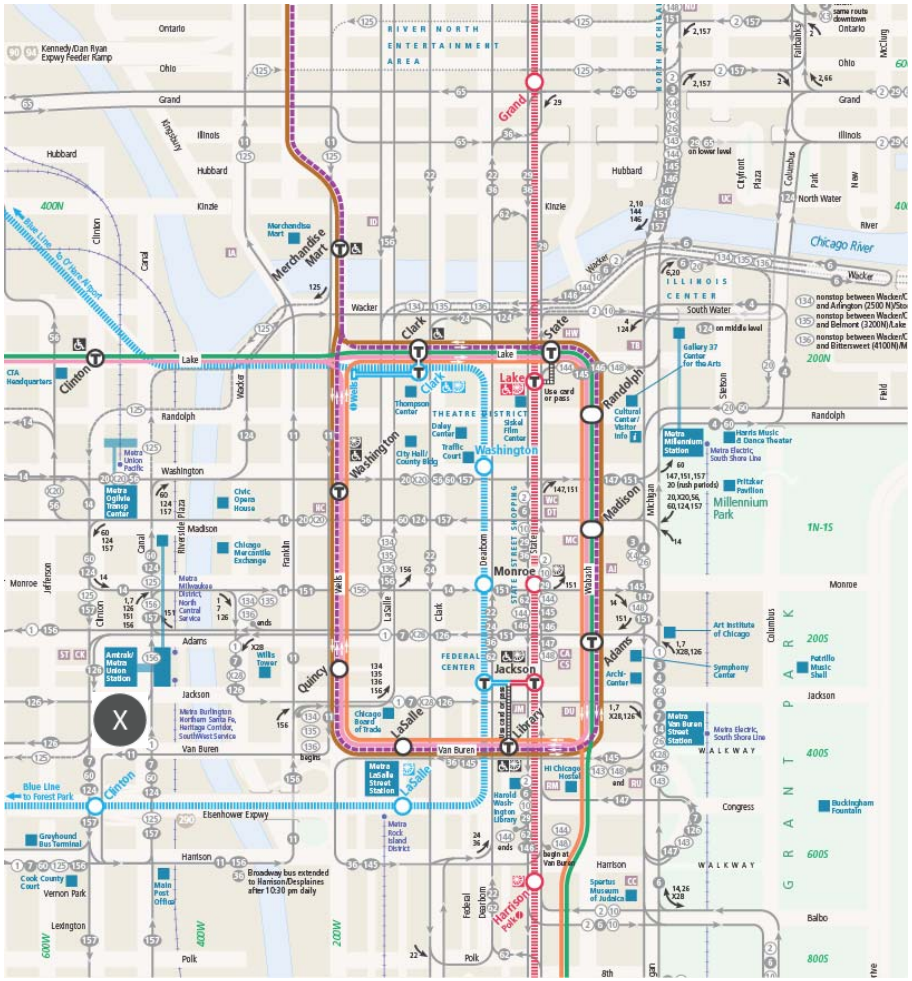

Union Station Transportation Center

Project Scope of Work

The project encompasses the construction of a new Union Station Transportation Center at Jackson Blvd. between Canal St. and Clinton St. adjacent to Union Station.

The proposed transit terminal would include at grade canopies, bus islands, stairs and elevator to a new below grade connection and passageway under S. Canal Street link to the existing Amtrak pedway to Amtrak parking garage.

The new off-street Transportation Center at Union Station would provide sufficient capacity for large number of buses that now serve the busiest railroad in Chicago while relieving the serious street congestion that exists on the streets that surround Union Station. The transportation center is recommended in the Central Area Plan, and is planned in conjunction with Union Station Master Plan process.

Schedule and Costs

Design and Property Acq. Start/End:	Start: 2011	End: 2012	Cost: $1.03M
Construction Start/End:	Start: 2012	End: 2014	Cost: $13.2M

**Construction funding is part of Central Loop BRT Grant

Funding Source: FTA

Last Major Capital Improvement: N/A (New Facility)

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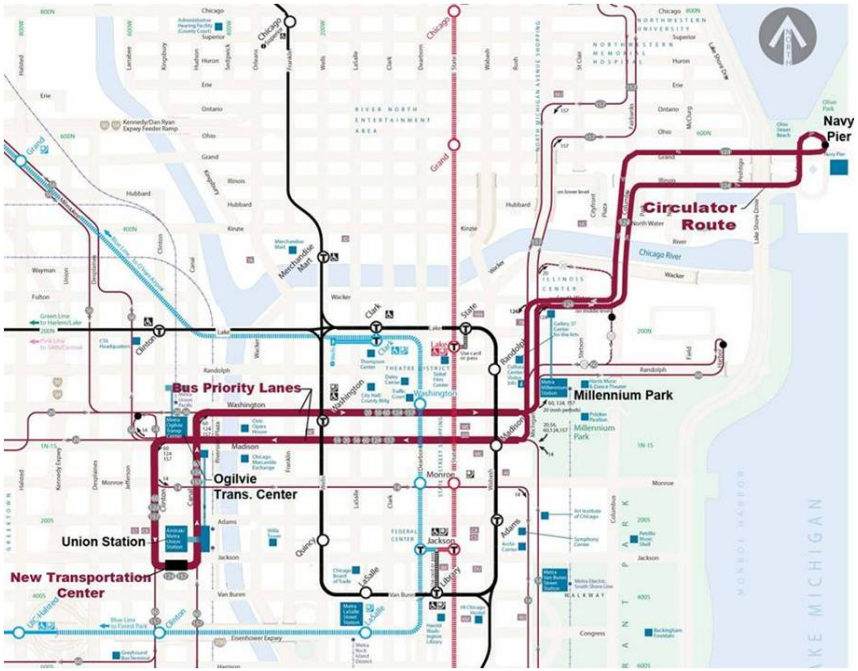
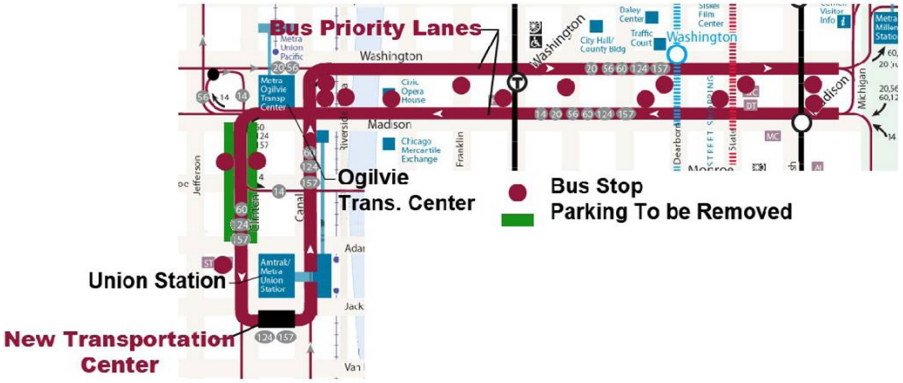
Rendering of the Transportation Center





CENTRAL LOOP EAST- WEST BUS RAPID TRANSIT

Central Loop East-West Bus Rapid Transit Facilities

Project Scope of Work

The project improves bus transit service across the Loop from Union and Ogilvie Metra Stations to Navy Pier, Streeterville and River East, The project has multiple components:

- Enhanced bus-only lanes on sections of Madison, Washington, Clinton and Canal with buffers from auto traffic, coloration for clarity and/or concrete throughout for durability. The Madison/Washington lanes will serve six full-time bus routes from Michigan Avenue to Ogilvie Station: 14, 20, 56, 60, 124, 157.

- Bus stops upgraded to transit station transit stations with elements such as with raised platforms for level boarding (built on curb extensions, not the current sidewalk), prepaid boarding, canopies, fare vending equipment and/or multi-modal real-time information monitors.

- Improved branding to highlight the 124 service as a shuttle to Navy Pier and the combined service of six full-time routes on Madison-Washington as high frequency service from Union/Ogilvie to Michigan Avenue.

- Bicycle lanes, possibly protected, on the bus lane streets or parallel streets. Landscaping, ADA sidewalk ramps, enhanced crosswalks, traffic signal technology (Transit Signal Priority and/or queue jumps)

Schedule and Costs

Phase I Conceptual Design :	October 2011 – April 2012 (6 mo.)
FTA Grant Processing	May 2012 – September 2012 (4 mo.)
Phase II Final Design / Construction Documents :	October 2012 – July 2013
Construction Bid and Award :	August 2013 – November 2013
Construction Notice to Proceed:	December 2013
Phase III Construction:	January 2014 – October 2014

Funding (includes $7.3 M for Construction of Union Station Transit Center):

$750 K	City - Preliminary Design of Busway
$24.650 M	FTA grant awaiting match
$6.163 M	Match to be requested from TIF

Current Project Status Documented Categorical Exclusion for FTA Grant Approval, and Conceptual Design for lane configurations.

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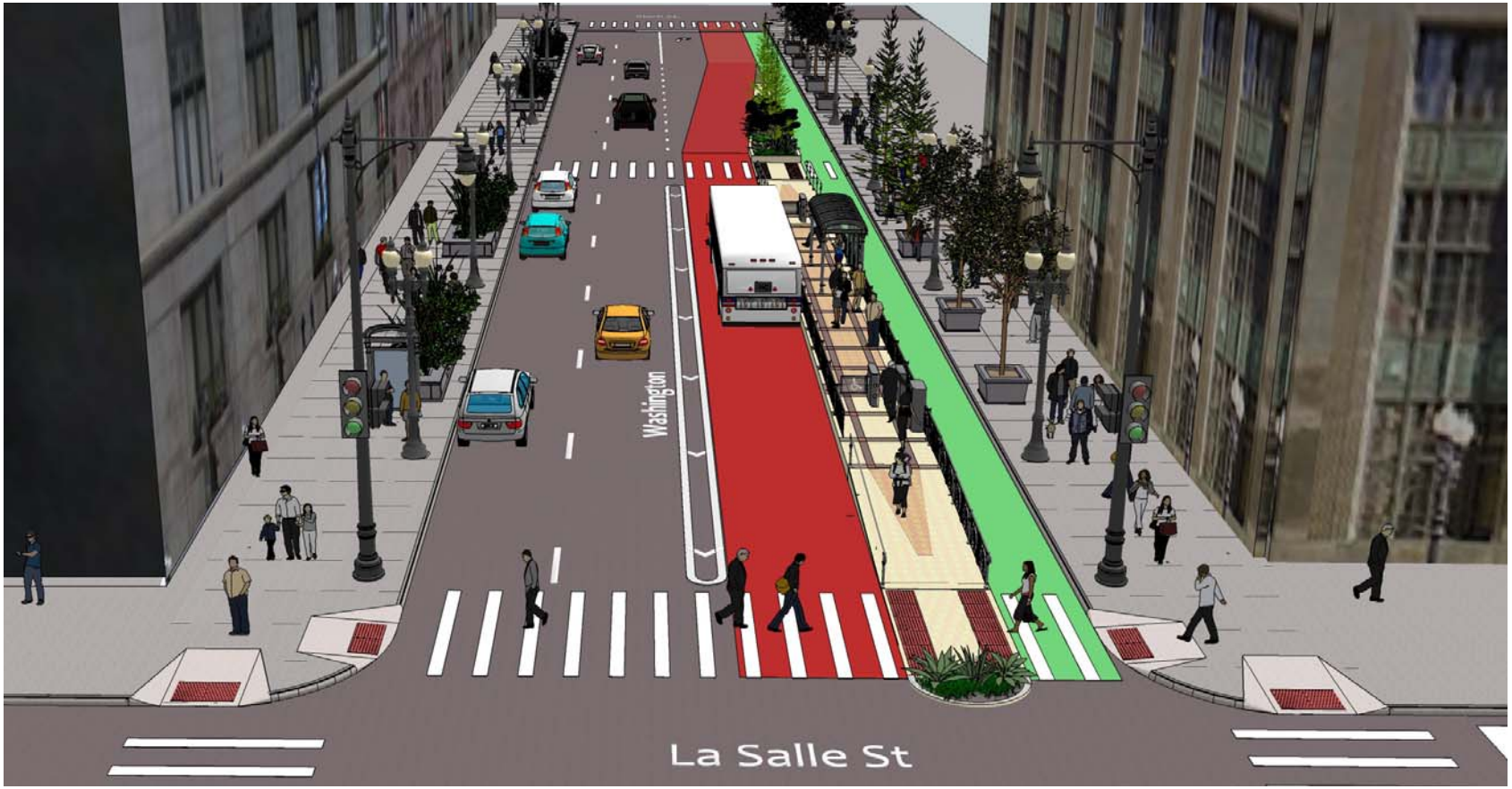

Rendering showing dedicated bus lane with boarding platform and dedicated bike lane

CENTRAL LOOP EAST- WEST BUS RAPID TRANSIT

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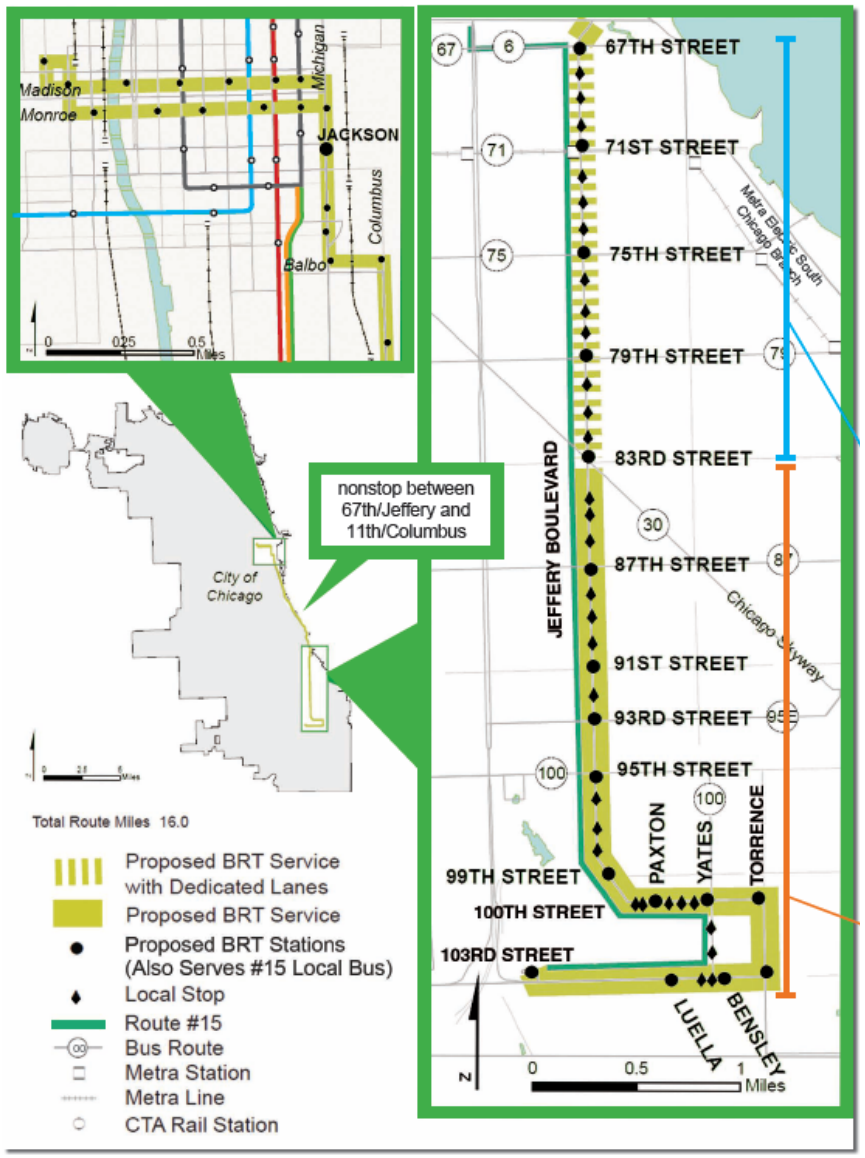

Jeffery Corridor Bus Rapid Transit Pilot Project

Project Scope of Work

The proposed Jeffery Bus Rapid Transit (BRT) Pilot Project will provide more rapid and reliable transit service by transforming the current Route # 14 Jeffery Express from the intersection of Jefferson Street and Washington Street to the 103rd Street/ Stony Island Avenue Garage within the City of Chicago.

Key features of the Pilot Project include: dedicated bus lanes, BRT station amenities and bus shelter improvements, ADA sidewalk ramps, enhanced pedestrian crossing, new traffic signal technology (Transit Signal Priority and queue jumps) and bus enhancements as unique identity treatments and on-board CTA Bus Tracker information.

Schedule and Costs

Phase I Conceptual Design (CTA): Complete

Phase II Final Design / Construction Documents (CTA): Duration – 9 months
August 2011 – May 2012

Construction Bid and Award (CDOT): Duration: 3 months
May 2012 – July 2012

Construction Notice to Proceed
July 2012

Phase III Construction
Duration: 7 months
Anticipated completion date: January 2013

Funding:
FTA Funded: $11M (FTA grant to CTA)
CTA to pass through $ 6.5M for construction to CDOT

Current Project Status
CTA currently developing Construction Documents

JEFFERY CORRIDOR BUS RAPID TRANSIT

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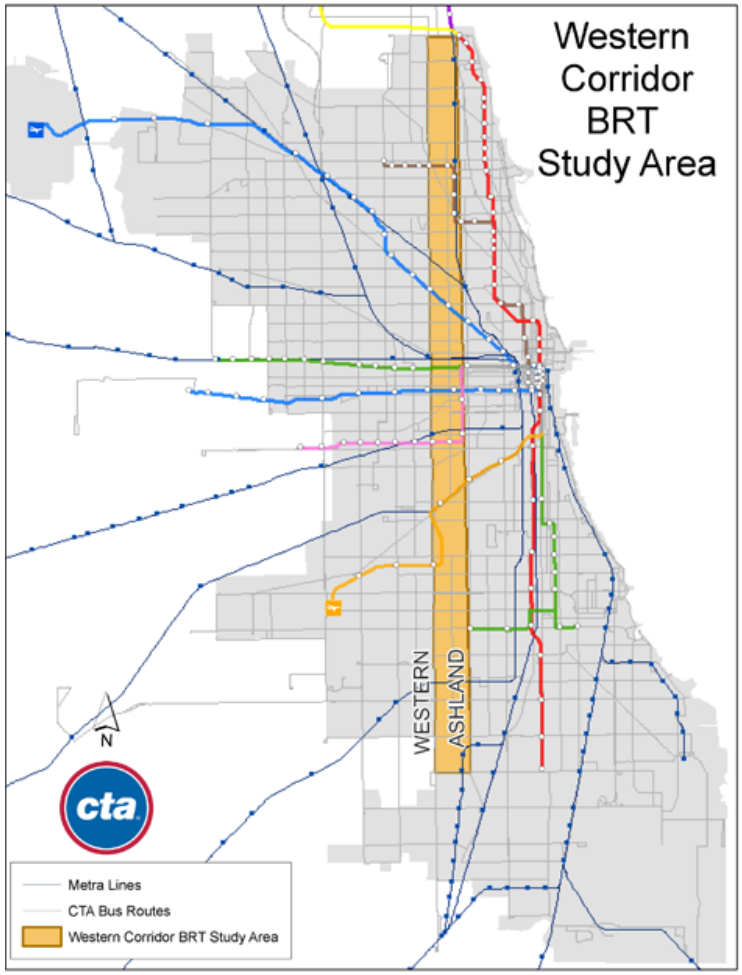
Rendering of dedicated bus lanes and typical BRT shelters

Western Corridor Bus Rapid Transit



Alternatives Analysis

In June 2011, the CTA, in coordination with the Chicago Department of Transportation, initiated an Alternatives Analysis (AA) to study and plan a variety of bus transit improvements in the Western Corridor. The study will analyze a variety of Bus Rapid Transit (BRT) features and service plans in this corridor including alternatives on both Ashland Ave and Western Ave. This corridor contains regional destinations, offers many potential redevelopment sites, currently has high bus ridership, connects most CTA rail lines, crosses multiple Metra rail lines, and is home to many zero-car households.

Background

In July 2010, the CTA applied to the Federal Transit Administration (FTA) for a Livability Alternatives Analysis grant to plan for Bus Rapid Transit investments in the "Western" Corridor. $1.6 million in grant money was awarded in December 2010, and the Alternatives Analysis study initiated in June 2011. The Study Area for the Western corridor extends approximately 21-miles in length from about Howard Street on the north, Western Avenue on the west, Ashland Ave on the east, and 95th Street on the south. The analysis will study potential service options on Western and Ashland Avenues in the Study Area. High investment BRT features may be focused in the most congested areas of the corridor where the majority of customers travel.

Goals of Western Corridor BRT?

- Strengthen the non-downtown, north-south connections to CTA and Metra's rail network, improving regional, neighborhood and job connectivity.
- Provide a high quality bus travel experience, by improving reliability and travel times
- Support economic development initiatives that continue to build Chicago as a transit-friendly, livable and sustainable city for families, communities and businesses.
- Introduce a number of BRT customer amenities.
- Establish a unique identity to match improvements.

Upcoming Progress and Estimated Schedule

Alternatives Analysis Project Initiated :	June 2011
Creation of a Technical Advisory Committee:	Summer 2011
Creation of a Stakeholder Advisory Committee:	Winter 2011 – 2012
Start of AA Project Technical Work and AA Screening process:	Winter 2011 – 2012
First Public Meeting/Open House on Western BRT:	Spring 2012

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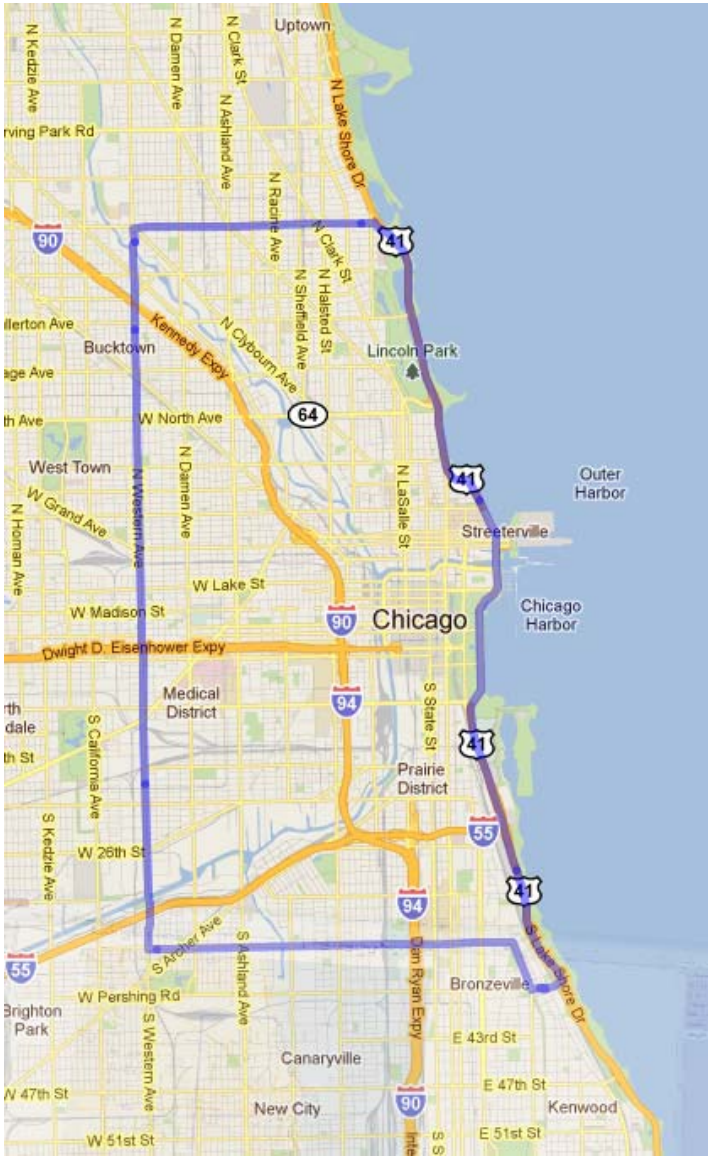

Bike Sharing Initiatives

Program Goals

- Will provide a new transportation option—convenient, affordable, quick
- Will benefit commuters, workers, recreational users and visitors
- Will help reduce traffic congestion, improve air quality, promote health/fitness
- Will integrate into existing transportation system, providing solution to the first mile/last mile

Program Scope

- Membership-based
- Pick up and drop off the bike at any station (doesn't need to be the same station)
- Focusing on the core of the City and areas with dense employment and residential populations
- Stations every 1,000 to 1,500 feet
- Phase 1: 300 stations and 3,000 bikes
  - $18M CMAQ
  - State match
- Phase 2: 200 additional stations and 2,000 bikes
  - Partially funded from TIGER III
  - Need to identify local match

Phase 1 Schedule

Planning :	Jan 2012 – May 2012
Design:	March 2012 - May 2012
Construction :	May 2012 – June 2012

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Membership Types

- 24 Hour
- 1-Week
- 1-Month
- 1-Year

Membership benefits:

- Unlimited rides during membership
- Convenient pick-up and drop-off locations
- First Half Hour of each ride is free.

Additional usage fees

- Rides longer than a half hour (30 Min)
- will incur a nominal fee
- Fees set in coordination with selected vendor

Bikesharing will provide to the members

- A well maintained bike
- Convenient Pick-up and drop-off bike stations
- A bike adjustable to all users
- Bell
- Reflectors
- Lights for night rides

The member is responsible for:

- Following all local regulation
- Using hand signals
- Wearing a helmet

BICYCLE SHARING INITIATIVES

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